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PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the Far East
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
China OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
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the World, \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1907.

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Small 6.00.
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to the Local Booksellers.

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WITH
WATSON'S
HYGIENOL
A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.
a180

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs, net \$4.50 per cask ex Factory.
In Bags 250 lbs, net \$2.70 per bag ex Factory.
SHEWAN & CO.,
General Managers
Hongkong, 3rd October, 1906. a244

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 a.m. and 4 p.m. daily, Sunday
excepted, to receive and deliver perishable goods.
W. M. PARLAM, Manager.
Hongkong, 18th November, 1901. a47

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E. HING & Co.

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ware, Munt's Metal, Steel Boiler and
Ship Plates, Pig-Iron, Coke and General
Merchandise. No. 25, Wing Wo Street (Lane
from 171, Queen's Road to 165, Des Voeux
Road Central) Telephone No. 613.
Hongkong, 1st March, 1907. a48

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.
Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 300 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., LTD.
Hongkong, 8th June, 1906. a106

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED
IN LIQUIDATION.

TIME TABLE.

WEKE DAYS.

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A. S. WATSON & CO.,
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ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BULL DOG
BRAND
LIGHT ALE
GUINNESS' STOUT
IN PINTS AND SPLITS.BOTTLED BY THE CELEBRATED
FIRMROBERT PORTER
& CO., LTD.

SOLE AGENTS:

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 25th March, 1907.

dent telegraphed us the result, which was that reporters be not admitted. The arguments on both sides were more fervid than convincing, more eloquent than logical. It was, in fact, one of those issues that do not matter much materially, and one for and against which much can truthfully be urged on both sides. When reporters are admitted, Councillors are tempted and frequently incline to "talk to the gallery," with the result that the real work has to be done in committee, and the open meeting degenerates into an exhibition of oratory. This, by the way, sometimes finds illustration at Shanghai's annual Parliament, which at times has been known to share the characteristics of a Y.M.C.A. debate, and a session of the famous Clover Club, with flowing phrases and personal chaff. On the other hand, the exclusion of the Press undoubtedly encourages the weaknesses and even evils of bureaucracy; and it is pleasant to note that Shanghai has an honourable history in this connection. The Shanghai ratepayer, whose City Fathers have been hitherto allowed to work privately, doing good by stealth, as it were, has nothing with which he can seriously reproach them. In view of the cosmopolitan and polyglot character of Shanghai's population, we are inclined (against our natural sympathies) to think that the decision to continue on the old lines was a wise one. The administration's the thing, and no administration is ever perfect. Public and private councils each have their drawbacks, and Shanghai, in letting well alone, may have escaped greater imperfections than her administration has hitherto known. Majorities are not always wise; they are too easily created and swayed. There was at this annual Parliament a majority of thirty-nine persons in favour of the resolution to admit the Press, but on a call for a poll, plural votes and proxies swamped the resolution altogether, and it was lost by 101 votes. This incident has evoked a great outcry, and much ink-spilling, against plural voting. The letters on both sides exhibit what might be expected. The protestants prize of liberty and the rights of man—the usual vehement polemics; and the machiavellians argue that property and other vested interests at stake have rights, and that nobody has so far suffered by the existing system. Here again much may properly be said for and against both sides, and with a consciousness that either way has its drawbacks, the formula naturally suggests itself, "When in doubt, be Conservative." It is not denied, even by those most afraid of the possibilities of plural voting, that successive councils have served the community faithfully and well." The Shanghai Radical, therefore, instead of hurrying to hunt the Holy Grail, which he will never find under any administrative system, might do worse than copy his Chinese neighbour's policy, and bear with existing conditions until they become genuinely unbearable, and this stage is certainly remote from Shanghai. Sometimes a selfish property-owner makes a better administrator than a demagogue with ideals.

During the last few days repeated negotiations have taken place between the French and the British Minister about the indemnity for Englishmen who suffered through the Shanghai riots of December 1905. The Chinese Government has acknowledged in principle the obligation to pay an indemnity and has accordingly ordered the Shanghai Taotai to arrange the details about the amount with the English authorities in Shanghai. Thereupon Taotai Jui Cheng has asked to be allowed to resign his office, as he does not feel himself equal to his difficulties caused by the relations with the foreign countries.

The Russian Minister in Peking has in the way, sometimes finds illustration at Shanghai's annual Parliament, which at times has been known to share the characteristics of a Y.M.C.A. debate, and a session of the famous Clover Club, with flowing phrases and personal chaff. On the other hand, the exclusion of the Press undoubtedly encourages the weaknesses and even evils of bureaucracy; and it is pleasant to note that Shanghai has an honourable history in this connection. The Shanghai ratepayer, whose City Fathers have been hitherto allowed to work privately, doing good by stealth, as it were, has nothing with which he can seriously reproach them. In view of the cosmopolitan and polyglot character of Shanghai's population, we are inclined (against our natural sympathies) to think that the decision to continue on the old lines was a wise one. The administration's the thing, and no administration is ever perfect. Public and private councils each have their drawbacks, and Shanghai, in letting well alone, may have escaped greater imperfections than her administration has hitherto known. Majorities are not always wise; they are too easily created and swayed. There was at this annual Parliament a majority of thirty-nine persons in favour of the resolution to admit the Press, but on a call for a poll, plural votes and proxies swamped the resolution altogether, and it was lost by 101 votes. This incident has evoked a great outcry, and much ink-spilling, against plural voting. The letters on both sides exhibit what might be expected. The protestants prize of liberty and the rights of man—the usual vehement polemics; and the machiavellians argue that property and other vested interests at stake have rights, and that nobody has so far suffered by the existing system. Here again much may properly be said for and against both sides, and with a consciousness that either way has its drawbacks, the formula naturally suggests itself, "When in doubt, be Conservative." It is not denied, even by those most afraid of the possibilities of plural voting, that successive councils have served the community faithfully and well." The Shanghai Radical, therefore, instead of hurrying to hunt the Holy Grail, which he will never find under any administrative system, might do worse than copy his Chinese neighbour's policy, and bear with existing conditions until they become genuinely unbearable, and this stage is certainly remote from Shanghai. Sometimes a selfish property-owner makes a better administrator than a demagogue with ideals.

At the Criminal Sessions yesterday morning, over which His Honour Mr. A. G. Wise presided, Peter Loureiro failed to answer his name when called as a juror. After the jury was empanelled, his Lordship despatched the bailiff to the National Bank with instructions to tell the absent juror to appear at once, and that if he failed to do so a warrant would be issued for his arrest. A few moments afterwards, Mr. Loureiro appeared and his Lordship asked—Why didn't you come this morning? Mr. Loureiro—I must apologize, I thought the sessions started at 10.30.

His Lordship—This won't do at all. One of the gentlemen on the jury has got to suffer for you.

Mr. Loureiro—I am very sorry—

His Lordship—I will fine you \$25.

MURDER AT POKFULUM.

On Monday afternoon a brutal murder was committed in a matala on the Pokfulum Road. The matala, which is just below the Dairy Farm, was occupied by two gardeners, one of whom, the murdered man, was married and had his wife and three children living with him. A dispute arose between the two men about one o'clock, and Cheung Tai, believing that his partner Yam Heung was not dealing fairly with regard to the business accounts picked up a chopper and attacked him. He inflicted wounds on the other man's head and neck, and severed the jugular vein. When he saw that his victim was fatally injured he turned his attention to the unfortunate man's children and struck a six years' old boy and a three years' old girl with the chopper. Then he made off. Yam Heung died soon afterwards, but the children who were sent to the hospital, are likely to recover. The occurrence was reported to the police, and they are searching for the murderer. As the latter had a good start the police have little chance of effecting his arrest before he escapes into Chinese territory.

MACAO.

(FROM OUR CORRESPONDENT).

March 25th.

CHINESE TRADEES DESERT MACAO. It is indeed heart-breaking to see how Chinese business has decreased in this city since the Chinese New Year. Many shops have closed their doors, and in the principal business quarters of Chinatown rows of houses are now vacant. This is a serious matter that requires an inquiry, and the Local Senado should find out the real cause of this wholesale closing of so many business houses among the Chinese. The people of Macao do not expect the Isthmian Government to move in the matter, but it is the duty of the Senado to do something.

GOVERNOR DEPARTS.

Our Governor, H. E. Queiroz de Montenegro, and family are leaving for home on the 1st April. H. E. is going by the French Mail leaving your port on the 3rd proximo. By the same boat Dr. Goncalves Pereira and family are also going home.

ARRIVALS.

Mr. A. H. Wilzer, deputy Commissioner of Customs to Lappa arrived here on the 19th inst., with his wife.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 26th at 12.45 p.m.—Except over the E. coast of China, the barometer has risen slightly at all stations.

Pressure is highest over the Sea of Japan. Pressure is lowest over Central China.

Moderate S.E. and S. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 9.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

S.E. to S. Hongkong & Neighbourhood { winds, moderate; fair to showery S.E. winds, Formosa Channel, { moderate. South coast of China between { Sameas No. 1. Hongkong and Lantau; Sameas No. 1. South coast of China between { Sameas No. 1. Hongkong and Hainan; Sameas No. 1. E. Georg...

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

MORE JAMAICA EARTH-QUAKES.

LONDON, March 26th. Professor Milne's prophecy that shocks constantly decreasing in intensity may be expected in Jamaica for another two months at least" is being verified. A fresh series was reported this morning.

MOROCCO.

LONDON, March 26th. The trouble in Morocco not being ended by Raisuli's flight, France has decided to occupy Ujda and two cruisers have already started. A massacre of Europeans is feared.

ROUMANIAN REBELLION.

LONDON, March 26th. Moldavia, the north-eastern corner of Rumania, is over-run with revolutionists, and many villages are burning. The Ministry has resigned in a body.

OBITUARY.

LONDON, March 26th. Professor von Bergmann and Prince Ireneberg are dead.

RUSSIAN SQUADRON VISITS ENGLAND.

LONDON, March 26th. A Russian squadron has arrived at Portsmouth, and more ships are expected.

MONEY MARKET.

LONDON, March 26th. The New York Stock Exchange reports a better tendency, liquidation presenting less difficulty, and London quotes silver 30*1/2* d. forward.

SHIPPING.

LONDON, March 26th. The Imperial Navigation Conference meets to-day. The merchants strongly oppose the London India Dock Bill.

SHANGHAI LADY SUES FOR DIVORCE.

LONDON, March 26th. Mrs. Julian Story, née Emma Eames, the American prima donna born at Shanghai, is suing for divorce.

Her husband is a painter, to whom she was married in 1891. She made her debut in Paris Grand Opera at the age of 22, and two years later (1893) appeared at Covent Garden as Marguerite in *Faust*. She has been singing regularly in New York and London. Her father was a lawyer in the International Courts at Shanghai.

REUTER'S SERVICE.

BILLIARDS.

LONDON, March 24th. Mr. Lovejoy, the ex Amateur Champion, playing Mr. Pinder, the local Professional at Hull, made a break of 2,257, unfinished, consisting mostly of "anchor cannons." This constitutes a world's record. Tom Reece, playing the Australian champion at Thursday's Rooms in Leicester Square, made a break of 4,593, unfinished, which included 2,268 "anchor cannons," but the match not being played under The Billiard Association Rules, does not count as a record.

UNEEST IN MOROCCO.

LONDON, March 24th. A French Doctor, Mauchamp, has been shot, and afterwards stoned to death in the streets of Marrakesh. The French cruiser *Jeanne d'Arc* has been ordered to proceed to Morocco. It is believed that France will demand a heavy compensation.

The murder appears to be due to the erection of a flagstaff by the Doctor for geodetic purposes, which the natives believed to be a part of a wireless installation. The British Consulate was stoned and Mr. Moore was hurt. British subjects are safe, but are confined to their houses. Moorish guards have been provided.

CORRESPONDENCE.

THE TYPHOON INQUIRY.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR—Five months ago His Excellency the Governor announced that he purposed sending the Report of the Committee of Inquiry, which he had then received, and all the evidence and exhibits laid before the Committee, to the Secretary of State for the Colonies, to whom he said he was also sending the reports published by the Observatories of Sicawei and Manila, with a request that the Secretary of State would obtain for the information of the Government of Hongkong the observations of the Royal Observatory at Greenwich. His Excellency further announced that he proposed to await receipt of those observations before making any further inquiry locally, having in view the difficulty of obtaining here sufficiently expert persons to go into the questions that had arisen in connection with the working of the Observatory.

I take it that ample time has elapsed for the observations of the Greenwich authorities to be received. The fact that the local committee's report has now been published five months after it was presented to the Governor, and no reference whatever made as to the result of the Governor's application to the Secretary of State naturally arouses public curiosity on the point. Why is this information withheld? What conclusion may we draw therefrom? The conclusion that most people draw is that the local committee's report would not be strengthened by the publication of the observations by the Greenwich authorities. Failing the publication of the letter from Greenwich the circumstances seem to call for some public statement on the point by H.E. the Governor at the next sitting of the Legislative Council.

If it was never intended to publish the observations of the Greenwich authorities, what reasons, it would be interesting to know, dictated all this delay in the publication of the local Committee's Report?

As you have suggested, Sir, the Report is far from being a convincing examination of the officials, and though I have no desire to use the tar brush, I would like to draw attention to one or two features of the Report which strike me as being—well, let me say, in one case misleading and in another unsatisfactory.

First, I take the following paragraph:—Captain Unsworth, of the Hongkong and Kowloon Wharf and Godown Company, stated that at 6.30 a.m. he ordered everything to be taken away from the wharves; that at 7.30 a.m. the sea was breaking over the wharves at Kowloon, and that no skiff could have lived in such a sea as was running then; whereas Captain Outerbridge, who slept ashore on the night of the 17th, and whose ship was lying in or about the centre of the harbour, did not leave the shore to rejoin his ship till about 8.45 a.m. on the 18th."

The intention of this paragraph is, I take it, to show that when Captain Unsworth told the Committee that the sea was such in the harbour at 7.30 a.m., on September 18th, that no skiff could have lived in it, he was allowing his imagination to run away with his tongue, for did not Captain Outerbridge put off to his ship about 8.45? Turning to Captain Outerbridge's evidence, I observe that the question put to him was: "What time did you leave the Bund?"

The witness answered laconically: "About 8.30 or 8.45 a.m." Instantly it seems to have been assumed by the Committee that he put off to his ship in the ordinary way, by a skiff or a sampan, and so his simple statement that he did leave the Bund about 8.45 was fastened upon as rebutting the evidence of Captain Unsworth. But had the Committee asked the witness: "How did you get off to your ship?" they would, I believe, have received an answer which would not have justified them in such a use of his evidence as they make in their report. For I remember seeing a statement by Captain Outerbridge that his only means of getting off to his ship (which was lying no farther away than the centre of the harbour) was by agreeing to pay to the Captain of a large steam launch a sum of \$25 to take him out. So high was the sea then running in the harbour that the launch could not venture to go close alongside the ship, and holding on to a rope which was thrown to him from his ship, Captain Outerbridge plunged into the sea and was hauled aboard. This puts on his bare statement that he left the Bund about 8.45 a.m. a complexion very different from that given to it by the Committee.

Another point that struck me on reading the Report was the manner of dealing with the evidence of the French Consul as to the sky appearances on the night preceding the typhoon. If the Committee had asked for it they could have obtained at the time plenty of evidence confirming M. Liebert's observations. I recollect being told at the time of an Asiatic woman staying then at Kowloon who was so alarmed by the weather indications on the night of the 17th September that she refused to remain on the peninsula that night, and crossed over to be with her friends on the Island.

Another noteworthy feature of the Inquiry is the total absence of Chinese evidence, and yet I read in the papers at the time that Chinese fisherman on the Territory coast-lines (not a great many miles from the Kowloon Observatory) were aware of the approach of a typhoon quite early in the morning. If that was so, it surely indicates that the equipment of the Observatory for giving the community timely warning stands in need of improvement.

But it is perhaps unnecessary to expatiate further on the Report. There is the promise of a further inquiry "when the observations from Greenwich have been received," and we may hope that this further inquiry will result in a better promise of future security than is contained in the Report now published. Yours truly,

OUTIS.

SUPREME COURT.

Thursday, 28th March.

IN-CRIMINAL JURISDICTION

BEFORE MR. A. G. WISE (PUENTE JUDOS).

FORGERY AND UTTERING.

Susuke Tenui, a Japanese, was indicted on the charge of forging a cheque for \$200 on the Hongkong and Shanghai Banking Corporation, also with uttering and publishing a forged document.

Prisoner pleaded not guilty, and the following jurors were called:—K. N. Spenn, A. C. Squair, L. D. Philpot, J. H. Backhouse, C. G. S. Mackie, L. Marston and W. Wothropoo. Peter Loureiro's name was called, but he was absent.

The Attorney-General, Mr. H. H. J. Gompertz, instructed by Mr. G. E. Morell (Crown Solicitor) prosecuted, prisoner being undefended.

The Attorney-General said the prisoner was only recently employed as "boy" by an officer of the Royal Navy, Lieutenant James, who was now in Japan. About a month previous to March 28th he was in the employ of Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque to another gentleman in the bank, and as a result of their enquiries the defendant was asked to wait, his employer then being sent for. The lieutenant arrived at the bank, identified the prisoner as his "boy," and said the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be signed by Lieutenant Lloyd Thomas. He handed it to a Mr. East who showed the cheque had not been signed by him. When accused was taken to the police station, and searched, a small leather purse was found on his person. In that purse was a cheque for \$200 which purported to be

REVIEWS.

The Fleet Annual and Naval Year Book. London: Westminster Press. Compiled by Lionel Yerxley, and published by the Westminster Press, London, this Annual, which makes its second appearance, is really a most interesting and useful production. The information which it gives is certain to inspire the sons of Britain with greater confidence in their first line of defence, and the comparisons which it makes with other navies demonstrates the immeasurable superiority of the British Navy to any possible combination. The facts are presented in striking and lucid manner, the literary expositions of policy are convincing, and the illustrations are artistic contributions to the worth of a valuable publication.

A Silent War, or The Great Famine in Kiangsu, by WALTER KIRTON. Shanghai: N.C. Daily News and Herald Ltd.

"A silent war means literally a state of contest free from noise." This remarkable sentence opening the preface led us to expect of this book just what we have found in it. Mr. Walter Kirton of Shanghai, China, and Savage Club, London, who dedicates the work "to my campaigning chum," is not, if we judge him by his book, the best man to employ as a sober investigator. His style is high-flown, exaggerated, and irritating. His matter is padded with the speculations of the literary nursery. The photographs are many and good, but they are made strange use of. The writer asks us to believe that a swollen face and a hump back are symptoms of starvation. He went to look for starvation, and apparently he found it in everything, even in the trees "through which" he rode. Mr. Kirton has a short way with people with whom he happens to find himself in disagreement. He writes:

"Imputations as to the *mala fides* of the Relief Committee have been made in certain quarters. Imputations of this sort are always made. They invariably emanate from the lowly minds of those who, if opportunity came their way, would act after the manner they implore to others. They are seconded and spread by those who thus save their conscience for not subscribing to the fund, or who regard the existence of a few 'Chinks' more or less as a matter of infinitely small moment to their vastly superior organization and not worth troubling their gilt-edged—to them, but tin-pot—to others, souls about. I apologize for thus noticing such a piffling matter, but—'Lies get a long start.'"

The Love of Philip II, by JOHN STRANGE WINTER. London: George Bell & Sons.

Mr. Winter has fully maintained her reputation in this novel. It is not, as its title would lead the reader to believe, one of the turtle dove series, but a brightly written story of the sensational and just sufficient of the love element. The hero, a merchant prince of old England, goes through sufficient hair-breadth escapes to last any man a lifetime, but appears to have been fully compensated when, after removing a dark cloud from the name of a fair country woman, he secured "her hand with her heart in it."

Andrew Goodfellow, by HELEN H. WATSON (Mrs. Herbert A. Watson). London: MacMillan and Co.

Mrs. Watson makes her debut in the realm of literature with a stirring tale of 1805. It is fresh and well-written, and so emotional and realistic are the chapters where the national naval hero and "the little lieutenant" are introduced that the reader almost fancies he is present at the scenes portrayed. The "little lieutenant," Andrew Goodfellow, the hero of the story, is an offshoot of the Nelson type and dies shortly after the great Admiral in the presence of the heroine, his sweetheart. This is after he has been the means of removing all obstacles besetting their union. These obstacles form the basis of a story which will afford pleasant and interesting reading.

Queen and Cardinal, by MRS. COLQUHOUN GRANT. London: John Murray.

This work is a memoir of Anne of Austria, Queen Regent of France, and of her relations with Cardinal Mazarin. As the author modestly disclaims any idea of passing as a writer of history, we will take her at her word and call her production a historical romance. It is, however, carefully written with a full knowledge of all available documents referring to the subject with which she deals, and to life as it was lived in Court circles in the seventeenth century. The story begins at the time when Anne of Austria crossed the Spanish border to become the wife of Louis XIV of France, and of her married life with that neglectful monarch, and of the intriguing nobles who formed the French Court. Foremost of these was the cruel and crafty Cardinal Richelieu, a minister whose influence over the king gave him unlimited power. Following his demise comes the rise of one of the greatest men who ever governed France—the Italian Cardinal Mazarin. In a fawning manner he succeeded in winning the queen's affections, and besides becoming the absolute ruler of the nation, became the ruler and lover of Her Majesty. Although the nobles and people rose against him and banished him from his adopted land, the crafty cardinal eventually overcame all obstacles and returned in triumph to Paris and his queen. The author quotes the memoirs of several writers of the day in support of the assertion that there was a secret marriage between the queen and the cardinal, but observes that the fact has never been substantiated. Although ancient history, this work, like others which tell of the brave days of old, has an interest all its own, and being carefully prepared and well written, should claim the attention of the thoughtful reader.

PARIS.

(FROM OUR CORRESPONDENT).

February 15th.

A WOMAN IN MOROCCO.

Madame Du Gast, who has just returned to Paris from Morocco, well deserved the enthusiastic reception accorded to her, as beyond any doubt she is the most remarkable woman in France. Her *recits de voyage* which she intends to publish shortly will not fail to be as interesting as they will be amusing. Nearly six months ago, it will be remembered, this intrepid French sportswoman, who can pilot an automobile and steer a motor boat as well, if not better, than most men, left Paris for Morocco, entrusted with an official mission in that turbulent country by the Minister of Agriculture. She is the first woman in France to have ever been so honoured. To friends who met her on her arrival, she stated that she had had a most enjoyable time, that she had plenty of amusing experiences to relate, and that never once did anyone attempt to interfere with her. So far so good. Wherever she went, she was treated with the greatest respect, while everything that could possibly be done to facilitate her task was done by one and all. Thus, in the course of a visit which she paid to Si-Torres, the Sultan's Minister at Tangier, Madame Du Gast was received with the utmost amiability while the two vessels which compose the entire war fleet of Morocco were at once placed at the lady's disposal. She was, however, informed that she would have to wait until the troubles, then at an acute stage, were at an end, before proceeding further. Madame Du Gast, believing that the best way to protect herself against the redoubtable Raisuli was to put herself under his protection, immediately wrote a letter to him asking him to assure her personal safety. Almost by return came the reply that a detachment of Raisuli's troops would be placed at her disposal for as long as she desired. Thus, was Madame Du Gast able to travel all over the province of Fes during the most troubled period in perfect safety.

ANOTHER IDEA PIPPED.

Madame Camille du Gast, who enjoys universal popularity, is a lady whose acquaintance is well worth making. The exploits of this tall and fair woman by land, by sea, and in the air, in motor-cars, in motor-boats, in balloons, as well as on horseback, have repeatedly been the subject of international discussion. There are very few places indeed where she has not been. Let it be said that Madame du Gast is the widow of the man who introduced purchase on the hire system to France, and is now in possession of his large fortune, which she chiefly spends upon her favourite hobbies—sport and travel. She speaks Spanish most fluently. She has been to Morocco before and ridden on horseback all over the kingdom; she has visited the Rif, is as friendly with Raisuli and the Pretender as she is with Abdoul Aziz, and, in a word, she has the right of entry and of sojourn anywhere throughout Morocco's length and breadth.

QUOTE MARCULINE IGNORANCE.

The fact that she knew nothing about agriculture did not in the least deter her from accepting the task imposed on her by the Minister of Agriculture. She set out with the object of buying land for agricultural purposes; she knew sufficient of agriculture to recognise barley and other things when she saw them growing. By the time she got to Morocco, she was fit to discharge her duties which consisted in reporting to the French Government on the agricultural conditions of unknown Morocco. She made it her business to learn her "rule," and so succeeded. As soon as she got to Tangier this practical and business-like French woman engaged agents who reported to her on different pieces of land likely to be suitable for her purpose. She found the Moroccans a queer lot of people. "They will cultivate one tract of land on which barley and—things grow splendidly, and they will leave tracts on both sides of it on which the barley and—things would grow just as well, entirely uncultivated. In a general way it would be impossible for a European to get hold of this uncultivated territory, for the Arabs and Moroccans are terribly suspicious.

THE DATE OF AFRICA.

Being a woman, and considerably as unable to do what men did, she was thus able to get all the information she required without any difficulty. Madame Du Gast went to her Moroccan friends and said to them: "You have land and no money. I have money and no land. I will give you money to cultivate your land, and half of the land shall be mine and half of it yours." This bargain was gladly accepted. Though Madame Du Gast on her last visit to Morocco, limited herself strictly to the agricultural question, she proposes to return to Morocco shortly, in order to take up the subject of mining—which should also prove a fruitful source for the French Government, which is equally willing to advance money with the object of opening up the resources of the country. This bears out the remark of a French statesman some few years ago, that in course of time, Africa would be partitioned out between Great Britain and France.

KING EDWARD AND QUEEN ALEXANDRA.

Now that their Majesties have returned safely to London, the question asked by many people, both in this country and elsewhere is: "What did King Edward come to France for?"

Nothing could be more absurd as well as erroneous than to attach any political significance to such a visit, which was purely a private one. In spite of this, certain ascribes on the Press are convinced that some mysterious political mission brought the Sovereigns on the "Duke and Duchess of Lancaster" to the French capital. One cannot help smiling on reading some of the imaginary topics which King Edward is reported to have discussed with the members of the French Government during his stay. These include: "M. Clemenceau's

successor, the question of the final settlement of the trouble between Church and State, the Channel Tunnel, and the condition of affairs in Norway, Alsace and Lorraine, and the next Paris Exhibition." The nearest approach to the truth concerning the visit of the royal friends of France to Paris is found in one of the evening papers, which heads its leading contribution:—"The King of England shows Paris to the Queen." Of course, such an explanation is by far too simple for writers on high politics, whom we must expect to keep on guessing as to the "secret" motives which have prompted King Edward to come to France at this time, until they find a better subject.

Average Parisians are too sensible to worry about the reasons of their Majesties' visit; the fact that they came over as they did *sans ceremonie* or in quite an unofficial way, is sufficient.

FOR CHRONIC SEMBLINES.

There is now before the French Military and Naval Commission appointed for examining inventions adaptable to the two services, a curious contrivance for giving aid to submarines in case of accident. It is the invention of an electrician of the Nancy General Electric Company. The apparatus consists of a buoy, which on the boat is affixed behind the kiosk, but in case of an accident under the surface preventing the boat from ascending, the buoy can be easily released, and rising to the surface while still in touch with the boat, serves the double purpose of indicating its position and of furnishing air and light to the men below, and even electric power for the accumulators, besides affording means of telephonic communication, and even of passing liquid nourishment into the boat. If the boat has been too badly smashed, some of these sides would not be practicable, but it is claimed that the buoy would yield telephonic communication in any event.

AGRICULTURE.

There has just been published by the *Journal Officiel* statistics of the areas under crops for the year 1906-07, based upon the reports of the official of the Department of Agriculture. The area sown under corn of all kinds is estimated at 6,206,392 hectares (one hectare equals 2½ acres) compared with 6,283,636 in the previous year, showing an increase of 12,256 hectares. Making a comparison on the basis 80% "good" and 20% "fair," the reports establish an average of 76.3 for this year, 65.6 for 1906, and 67.9 for 1905. The area sown with oats of all kinds is estimated at 766,896 hectares, compared with 759,383 hectares last year, showing an increase of 16,513 hectares. On the above-mentioned basis the results average 75.5 this year, compared with 69.3 in 1906, and 68.8 in 1905.

SOLDIERS' HEAD.

It has just dawned upon the French War Office that the French soldier is nowhowsoundly as well as poorly fed, and that the whole thing, though parsimonious, is not economical. This is probably one of the discoveries that General Picquart's indefatigable Under-Secretaries lately made during those dashing surprise raids which kept the barracks all about Paris in constant commotion day and night. Besides being a very ordinary sort of brown bread as to quality, the baking is not good while the product is a pasty something not good to digest. Henceforward the soldier's bread is to be white, and experiments are being conducted to secure the best results at the cheapest rate.

FUNNELS AND FLAGS.

SALVAGE FROM THE DAKOTA.

Fifteen thousand tons of cargo from the wrecked G. N. S. *Dakota* have been salvaged.

EXCESS PASSENGERS.

The owners of the steam launch *Funk Lee*, *Wing Fat*, and *Kwong Hoi* were brought before Mr. Hazelton at the Magistrate yesterday charged with carrying 16, 37 and 5 passengers respectively in excess. They were fined respectively \$20, \$40 and \$10.

MAKING FART.

At the Magistrate yesterday the owners of the steam launch *Mallie*, *Yvonne*, and the *Hongkong Hotel* and *King Edward Hotel* launches were summoned for making fast to the *Prin* *Ludwig* while entering the port on March 1st. They were convicted but Mr. Hazelton discharged each with a caution.

OIL EXPLOS.

An explosion occurred on board a lighter at Yokohama on March 11th. It appears that the s.s. *Volute* was discharging a cargo of Sumatra kerosene oil and gasoline in large tank cans, and it is surmised that some of the tanks sprang a leak, and one of the cooled threw a lighted match on the leaking case after lighting his pipe, with the result that a terrific explosion took place among the seven or eight hundred tanks aboard. The cargo boat was cut adrift from the *Volute* and left to her fate, as nothing could save her. Two seafarers and a woman aboard the boat were badly burned, and were taken aboard the *Volute*.

CANADIAN SHIPPING ROUTES.

One of the next steps to be taken to popularize the Canadian transport route will be a measure passed by the Federal Parliament for the removal of all harbour dues at Montreal and at the other principal seaports. The Bill will make entry to these harbours free to the shipping of the world. During the coming season a scheme for the general improvement of the Canadian shipping routes will be vigorously carried out, with a view to making them safe, cheap, and convenient. The experiment in navigating the lower St. Lawrence during the winter months is being watched with much enthusiasm. Those who have an interest in commercial progress are convinced that the example set by the Government steamer will be followed by the establishment of a regular winter service as far as Quebec.

LATEST STEAMER MOVEMENTS.

The M.M. Co.'s str. *Ville de la Ciotat* with the next French Mail, left Singapore yesterday, Monday, at 3 p.m. for this port via Saigon.

The C.P.R. str. *Monteagle*, arrived Vancouver on Sunday, the 24th March, at 2 a.m.

The s.s. ex C.P.R. str. *Athenaeum*, arrived in New York on Monday, the 25th March.

The B. T. B. str. *Tremont* arrived at Victoria B. C. on the 25th March.

The str. B. T. B. *Lyra* sailed from Kobe on 26th March.

The J.-C. Lijn str. *Tijperen* left Kobe via Kuching and Amoy for this port on the 24th March, and may be expected here on or about the 7th April.

AFRICAN ROMANCE.

EXPLORE'S HONEYMOON AMONG PYGMIES.

Reuter's representative has had an interview with Major Powell-Cotton, who, accompanied by his wife, has arrived in Rome on the conclusion of a most interesting journey, which in its scientific results will prove more valuable than his previous travels of 1892-1893.

A romantic interest is to be found in the fact that Major Powell-Cotton, who had intended on the conclusion of his expedition to return to England to get married decided not to interrupt his journey, and accordingly arranged for his fiancee to go out to Africa. The marriage took place on her arrival in East Africa, in 1895, and since then Mrs. Powell-Cotton has shared her husband's hardships and dangers, having, among other things, lived for many months among the pygmies in the heart of the Ituri forest, the first white woman ever seen by these interesting people.

"Perhaps one of the most notable features of my journey," said Major Powell-Cotton, "is the prolonged period which we spent among the pygmies and other tribes of the great Ituri forest, during which time the most complete collections were made, and I have secured exhaustive data regarding the forest people, including photographs, phonographs records &c.

"One of my objects was to go into the little known part of the Congo, south of Lado, in search of the white rhinoceros of which I have secured a splendid specimen." We have further secured six specimens of forest animals previously unknown to science. These are the dusky African tiger cat, a new animal about the size of a leopard; the honey badger, or black *luri* ratel, elephant shrew, an antelope armed with tusks which gives under the water a new black and white monkey, and a huge red buffalo.

The British Museum authorities have done me the honour of naming five of these after me.

Speaking of his experiences with the pygmies Major Powell-Cotton said:—

"The excitement of these little people when they first saw my wife was extraordinary, for they had, of course, never previously seen a white woman. Perhaps the chief source of wonder was her long hair, which for the special benefit of the dwarfs she would let down, while they crowded round our tent in speechless wonder. During our month's stay we never had the least difficulty with the forest tribes, some of whom I employed as hunters. Occasionally when away I would leave my wife alone. She had learnt a little of their language, and did excellent medical work among them. In my absence she took charge of the caravan, and was always treated with the greatest respect by the people."

While on the banks of the Sasse River near Lake Albert Major Powell-Cotton saw a very large solitary male lion making his way back to the jungle on the river banks, and cutting him off, wounding the beast badly. Meaning the animal got into the brushwood, where it was almost hidden, and an hour and a half later Major Powell-Cotton, thinking the lion too badly wounded to move, approached him, accompanied by some of his men, who threw a noose over the beast. The latter, however, did not budge, but on a sandal and a stick being hurled at him, he rose snarling a loud roar and charged open-mouthed at Major Powell-Cotton, who was only a few yards distant. The latter instantly fired both barrels, but failed to stop the lion, and the explorer turned to his bearer for another gun, found that he had bolted.

There being no time to reload, Major Powell-Cotton hurled the gun to the lion's face and turned to run. As he did so, the wounded animal sprang and digging his claws in Major Powell-Cotton's back and legs, bore him to the ground. The infuriated lion, which it was subsequently found had his jaw smashed by one of the bullets, tore its coat to shreds, and vainly endeavoured to raise his head and get at the eyes. It then attempted to tear open the abdomen, but owing to a folded copy of "Panob" which Major Cotton had in his pocket the brute's claws were unable to penetrate the flesh.

While Major Powell-Cotton lay almost crushed under the animal, one of the porters rushed at the lion and hit him on the head with a stick. At the same time the Waganda headman, with great pluck, ran up and slashed the animal across the eyes with a whip. This diverted the beast's attention, and at that moment an Asker shot him dead. It was then found that Major Powell-Cotton had received no less than seventeen wounds. He, however, rode to the nearest Batajan camp, where he was carried back to health by Commandant Bastie. This incident had not on a Friday, and it was the explorer's thirteenth lion.

MAKING FART.

At the Magistrate yesterday the owners of the steam launch *Mallie*, *Yvonne*, and the *Hongkong Hotel* and *King Edward Hotel* launches were summoned for making fast to the *Prin* *Ludwig* while entering the port on March 1st. They were convicted but Mr. Hazelton discharged each with a caution.

OIL EXPLOS.

An explosion occurred on board a lighter at Yokohama on March 11th. It appears that the s.s. *Volute* was discharging a cargo of Sumatra kerosene oil and gasoline in large tank cans, and it is surmised that some of the tanks sprang a leak, and one of the cooled threw a lighted match on the leaking case after lighting his pipe, with the result that a terrific explosion took place among the seven or eight hundred tanks aboard. The cargo boat was cut adrift from the *Volute* and left to her fate, as nothing could save her. Two seafarers and a woman aboard the boat were badly burned, and were taken aboard the *Volute*.

CANADIAN SHIPPING ROUTES.

One of the next steps to be taken to popularize the Canadian transport route will be a measure passed by the Federal Parliament for the removal of all harbour dues at Montreal and at the other principal seaports. The Bill will make entry to these harbours free to the shipping of the world. During the coming season a scheme for the general improvement of the Canadian shipping routes will be vigorously carried out, with a view to making them safe, cheap, and convenient.

MAKING FART.

At the Magistrate yesterday the owners of the steam launch *Mallie*, *Yvonne*, and the *Hongkong Hotel* and *King Edward Hotel* launches were summoned for making fast to the *Prin* *Ludwig* while entering the port on March 1st. They were convicted but Mr. Hazelton discharged each with a caution.

OIL EXPLOS.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

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Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

Telegraphic Address: PHERR, Codex: A.B.C., 5th Ed. Lieber.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENT

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 2nd April, at 3 P.M.

For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents.

Hongkong, 27th March, 1907. 648

PUBLIC COMPANIES

THE CHINA SUGAR REFINING CO. LTD.

NOTICE.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents THIS DAY (WEDNESDAY), 27th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of the Accounts for the year ending 31st December, 1906.

THE TRANSFER BOOKS of the Company, will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 27th March, 1907. 548

THE LUZON SUGAR REFINING CO. LIMITED.

NOTICE:

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents THIS DAY (WEDNESDAY), 27th March, at 12.15 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1906.

THE TRANSFER BOOKS of the Company, will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 27th March, 1907. 550

THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.

NOTICE:

THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD. will be held at the Company's Offices, Victoria Buildings, in the Colony of Hongkong, on THURSDAY, 11th April, at 11.15 o'clock in the FORENOON, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of March, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:-

(a) That lines one and two of Article No. 53 be eliminated except the words "shall be" at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead and that the words "Senior Representative" in lines 6 and 9 of Article No. 53 be eliminated and the words "Managing Director in the East or (as the case may be) the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That the words "person for the time being in charge of the business" be inserted between the word "Manager" and the words "or Agent" in line 4 of Article No. 69.

(c) That the following new Article to be numbered No. 69A be inserted between Articles 69 and 70:-

"69A. The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and he is hereby appointed a Managing Director of the Company and shall hold office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoints some other person to act as Managing Director in his stead."

(d) That the first line and the second line of Article No. 79 be eliminated except the words "shall be" at the end of the second line and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(e) That the words "person for the time being in charge of the business" be inserted between the word "Manager" and the words "or Agent" in the 3rd line of Article No. 59.

(f) That the following new Article to be numbered No. 69B be inserted between Articles 69 and 69:-

"69B. The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and he is hereby appointed a Managing Director of the Company and shall hold office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoints some other person to act as Managing Director in his stead."

(g) That the first line and the second line of Article No. 79 be eliminated except the last 6 words at the end of line 2 and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(h) That the words "not" be inserted between the word "being" and the word "including" in the second line of Article No. 79 and that the words "but not including" between the word "Directors" and the word "the" in the second line be eliminated and the word "or" inserted instead.

(i) That at the end of Article No. 78 the following words be added: "Provided that the Managing Director in the East or the person for the time being in charge of the business of Hongkong of Messrs. Jardine, Matheson & Co., Ltd., shall not be disqualified from the Office of Managing Director or Director because he does not personally hold the necessary shares provided Messrs. Jardine, Matheson & Co., Ltd., shall hold the necessary shares."

(j) That the word "not" be eliminated from the first line of Article No. 18 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "Administrators" and the word "shall" in the second line of Article No. 17.

(k) That the word "their" be eliminated from the first line of Article No. 18 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "Administrators" and the word "shall" in the second line of Article No. 18.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th March, 1907. 652

DOUGLAS' STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodges, will be despatched for the above Ports, on FRIDAY, the 29th inst.

at 9 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 26th March, 1907. 649

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"VILLE DE LA CIOTAT,"

Captain Combe, will be despatched for the above Ports on MONDAY, the 1st April

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 27th March, 1907. 2

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THE Steamship

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Head Agent of the JAVA-CHINA-JAPAN LIJN.

(York Buildings, 1st Floor).

Hongkong, 27th March, 1907. 653

THE CHINA SUGAR REFINING CO. LTD.

NOTICE.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents THIS DAY (WEDNESDAY), 27th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of the Accounts for the year ending 31st December, 1906.

THE TRANSFER BOOKS of the Company, will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 27th March, 1907. 551

THE LUZON SUGAR REFINING CO. LIMITED.

NOTICE:

THE LUZON SUGAR REFINING CO. LTD. will be held at the Company's Offices, Victoria Buildings, in the Colony of Hongkong, on THURSDAY, 11th April, at 11.15 o'clock in the FORENOON, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of March, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz:-

(a) That lines one and two of Article No. 53 be eliminated except the words "shall be" at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead and that the words "Senior Representative" in lines 6 and 9 of Article No. 53 be eliminated and the words "Managing Director in the East or (as the case may be) the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That the words "person for the time being in charge of the business" be inserted between the word "Manager" and the words "or Agent" in line 4 of Article No. 69.

(c) That the following new Article to be numbered No. 69A be inserted between Articles 69 and 70:-

"69A. The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and he is hereby appointed a Managing Director of the Company and shall hold office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoints some other person to act as Managing Director in his stead."

(d) That the first line and the second line of Article No. 79 be eliminated except the last 6 words at the end of line 2 and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(e) That the words "not" be inserted between the word "being" and the word "including" in the second line of Article No. 79 and that the words "but not including" between the word "Directors" and the word "the" in the second line be eliminated and the word "or" inserted instead.

(f) That at the end of Article No. 78 the following words be added: "Provided that the Managing Director in the East or the person for the time being in charge of the business of Hongkong of Messrs. Jardine, Matheson & Co., Ltd., shall not be disqualified from the Office of Managing Director or Director because he does not personally hold the necessary shares provided Messrs. Jardine, Matheson & Co., Ltd., shall hold the necessary shares."

(g) That the word "not" be eliminated from the first line of Article No. 18 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "Administrators" and the word "shall" in the second line of Article No. 17.

(h) That the word "their" be eliminated from the first line of Article No. 18 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "Administrators" and the word "shall" in the second line of Article No. 18.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

By Order,

MOWBRAY S. NORTHCOATE, Secretary.

Dated 25th day of March, 1907.

Dated the 25th day of March, 1907.

By Order,

A. SHELTON HOOPER, Secretary.

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Hongkong, 22nd December, 1906.

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Hongkong, 3rd January, 1907. [137]

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1907. [92]

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NEW HOUSE on MOUNT KELLETT, Five Rooms, on Kau Building Lot No. 117.
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3rd Floor, Alexandra Buildings.
Hongkong, 22nd March, 1907. 102

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No. 6, LYEMOON VILLAS, Kowloon. Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.
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Hongkong, 21st January, 1907. 241

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SAM WANG CO., LTD.
81, Queen's Road Central.
Hongkong, 13th November, 1906. [103]

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Hongkong, 21st March, 1907. 117

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Hongkong, 1st March, 1907. 482

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Hongkong, 1st March, 1907. 191

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No. 3 and 5, ORMSBY TERRACE, Granville Road, Kowloon. Moderate Rentals.
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Hongkong, 4th March, 1907. 504

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Hongkong, 23rd February, 1907. 471

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Hongkong, 7th March, 1907. 531

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No. 1, WEST END TERRACE, Shameen, Canton.
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Hongkong, 1st March, 1907. [91]

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"SUMMER HOUSE" Mount Kellett, the PEAK. Partially Furnished. Possession from 1st April, 1907. Low Rent.
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Hongkong, 24th December, 1906. 105

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Hongkong, 29th January, 1907. 299

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Hongkong, 20th March, 1907. 610

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4 New Houses in KENNEDY ROAD, near Wan Chai.
Nos. 4 and 6, HIGH STREET.
No. 31 GODOWN PRAYA EAST.
Apply to—
SAM WANG CO., LTD.
81, Queen's Road Central.
Hongkong, 13th November, 1906. [103]

TITLES AND MISNOMERS.

The *South China Echo* says—There are certain titles, freely used in the Far East, which are pure misnomers. Sometimes the bearer assumes them; but more often he has his greatness thrust upon him by others. Mr. Lister, formerly Postmaster General at Hongkong, used to tell how, on one occasion he travelled from Shanghai to Yokohama in company with an American Consul General, next to whose wife he happened to sit at table. He was first amused, and then perplexed, at this lady's manner of addressing him. It was "General, kindly pass me the salt"; and "General, may I trouble you for the potatoe?" She never would call him "anything but "General". Finally he took his husband to task and explained his grievance, and asked the Consul General to tell his wife that Mr. Lister had never been in the army and had no claim to the title by which the lady distinguished him. "But you are Postmaster General at Hongkong, are you not?" In that case there is no help for it; you would be called "General" throughout the length and breadth of the United States." It is not always easy to draw the line between the voluntary and involuntary assumes of titles. Claude Melotte, when masquerading as the Prince of Wales, shared the guilt of his imposture with those who invited him to do so. There is many a medical man at home who figures as a "doctor," though his degree is but that of M.B. or L.R.C.P. Edin. His patients will insist on dubbing him "doctor," so at last the title comes to figure on his door-plate and visiting-card, without any great fault being attributable to himself. His greatness has been

There are many such courtesy titles which pass current collegially and even in unofficial correspondence, but which are nevertheless really misnomers. Such is the designation of "Captain" accorded to commanders of gun-boats and Lieutenant-commanders of gunboats in the Royal Navy, and to Masters of vessels in the Mercantile Marine. Such too, in nine cases out of ten, is the "Esquire" accorded to most men nowadays above the rank of crossing-sweeper, and perhaps the climax of absurdity is reached when we find a subject of China or even of Hongkong dignified with a feudal title and figuring in a prospectus as a public meeting, as "Kwok Kee-chong, Esquire."

There are certain other forms of misnomer peculiar to the country and owing their origin, apparently, to a wild desire to provide English equivalents for native titles. There was some excuse for speaking of a former Chinese suvay to England as the "Marquis" Tseng, for he was actually the possessor of the title "Hon", inherited from his father and conveniently rendered by the English word "Marquis". But it was ridiculous to infer that, because the sons and daughters of the English marquis are called by courtesy Lord and Lady that, therefore the sons and daughters of the Marquis Tseng should follow a practice unknown in China and figure as "Lord King-east," and "Lady Blossom," and so on. It is at least equally absurd to speak of the son of the late Li Hung-chang, when the former was minister at Tokyo, as "Lord Li". A kindred want of accuracy and propriety is shown when, as frequently happens, the Chinese Minister to England and Foreign Ministers at Peking are spoken of as Ambassadors and their residences as Embassies, instead of Legations. The title "Excellency" is also sown rather more broadcast than it ought to be. The only British officials in these parts who can properly claim it are the Military and Naval Commanders-in-chief, and the Governor of Hongkong. So among Chinese magnates its use should be restricted to the Ministers of the Wai-wu-pu and other High Officials of State at Peking; and to Tartar Generals, Commanders-in-chief, Admirals, Governors-general, and Governors in the provinces. To label a Taotai as "His Excellency" is precisely on a par with similarly dubbing a Consul, and it is to be regretted that the practice is common in the Foreign press.

THE LATE VICE-ADMIRAL W. DES V. HAMILTON.

The late Vice-Admiral William Des Voeux Hamilton had been ill for some time and was under treatment at a nursing home. His promotion to vice-admiral, although dated February 13, was gazetted the night after his death and was due to the retirement of Vice-Admiral Sir Francis Powell.

Vice-Admiral W. Des V. Hamilton was born in September, 1852, and entered the Royal Navy in April, 1866, becoming a sub-lieutenant in December, 1872. In the last-named grade he served in the Vulture on the East Africa station, and in December, 1874, was specially promoted to lieutenant for services in connection with the suppression of the slave trade. As a lieutenant of the Active, he was landed with a naval brigade during the Kaffir war of 1877, and was present at several skirmishes in Transvaal as well as the more important action at Quinta on February 6, 1877. During the Zulu war of 1879 he was again landed, was present at the battle of Isandlwana in January of that year, was in the garrison of Eshowe with Colonel Pearson's column, and afterwards joined Grelach's column in the advance to Port Durban. For these services he was twice mentioned in despatches and received the Zulu medal with clasp. In 1880 Lieutenant Hamilton joined the *Adelaide*, and in that vessel was present at the bombardment of Alexandria and afterwards served on shore with her naval brigade at the occupation of Port Said. For his services during the Egyptian war he received the medal, clasp for Alexandria, and Khedive's bronze star. In 1882 he was appointed to the Royal yacht, and on leaving her in September of the following year was promoted to commander. In this rank he served in the *Nelson*, the flagship of the commander-in-chief on the Australia station, from 1884 to 1889 when he was promoted to captain. After a short period on shore supervising the ship's build by contract under the Naval Defence Act of 1889, he was flag captain on the North America station 1892-95, then commanded in succession the *Grafton* and the *Hawke*, and from 1895 to 1899 was chief of the staff on the Mediterrean station. He was an A.D.C. to the King from 1901 to 1903, and attended his Majesty on the occasion of his Coronation, and, being raised to flag rank, was rear-admiral in the Mediterranean Fleet 1903-4.

He married in 1892 Anna Marion, who died three years ago, daughter of the late Lieutenant-Colonel Hatherell, of Radford House, Leamington. His description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50
To be obtained from MESSRS. KELLY & WALS, LTD., MESSRS. W. B. BREWER & CO., from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

TO LET.

IMMEDIATELY, The Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by MESSRS. HARRIS KEEN CO., LTD.

Apply to—
GILMAN & CO.,
Hongkong, 23rd January, 1907. 230

AN EDICT AGAINST FLIRTING.

There is something typically American about the following, which is taken from a San Francisco Journal:—An edict against flirting on the streets between youths and maidens who attend the Berkeley High School was issued by Maria C. James, head of the institution. At a meeting of the public of the entire school Principal James informed the young people that favourable comment had been made during the last month by citizens who observed the High School pupils flirting at street corners after school hours, and especially between the closing and opening of school at noon. The spectacle of immature youths ogling little girls, and of the boys and girls exchanging attentions that are regarded as unsuited in public, does not please Principal James, and he brought his young charges to desist from flirting assuring them that disciplinary measures would be adopted if necessary to stop the practice complained of. Principal James made a tour recently of the local cigar stands and billiard parlours, rounding up the school youths who make lounging places of these resorts, and informing them that the honour of their school would be enhanced through their abstaining from such loafing. The proprietors of the resorts were asked by Principal James to aid him in keeping the youths from the appearance of evil, and all promised James that such assistance would be rendered.

HONGKONG CLUB.

NOTICE.

THE ELEVENTH DRAWING of SIXTY-FIVE DERENTURES of the HONGKONG CLUB (\$100 each) was held in the Hongkong Club House on Wednesday, the 20th inst., when the following Debentures were Drawn for Redemption:

31 363 842 1317 1656
61 441 856 1373 1639
70 448 1035 1390 1700
77 450 1054 1395 1724
89 463 1056 1402 1725
179 498 1057 1414 1785
183 515 1104 1416 1817
189 529

SHIPPING.

ARRIVALS.

BINH THUAN, French str., 2,000, Langlois, 25th March—Saigon 21st March, Rice—Bradley & Co.
FEI, Norwegian str., 26th March, from Canton, FRITHJOF, Norwegian str., 891. O. Anderson, 25th March—Saigon 21st March, Rice—Aagaard, Thoresen & Co.
HAI-LA, French str., 337, L. Anderson, 26th March—Pakhoi and Hoihoi 25th March, General—A. R. Marti.
KAMU MAKU, Japanese str., 1,041, K. Hashimoto, 25th March—Saigon 21st March, Rice—Nippon Yusen Kaisha.
KUNICHIKO, British str., 26th March, from Canton.
KWANG, British str., 1,284, A. Notl, 25th March—Chinkiang 20th March, General—Buttfield & Sire.
LANDRETT SCHEIFF, German str., 1,012, H. Grunett, 25th March—Java 15th March, S. Steinmann & Co.
MAGNA, British str., 2,711, F. E. Andrews, R.N.C., 26th March—Yokohama 9th March, General—P. & O. S. N. Co.
PHEDRAINE British str., 1,036, J. H. Scott, 25th March—Saigon 21st March, Rice—Chinese.
PRINZ LUDWIG, German str., 5,704, F. v. Bizer, 26th March—Yokohama 17th March, General—Melchers & Co.
SACHEEN, German str., 5,026, C. Wohlgemuth, 26th March—Yokohama 20th March, General—Melchers & Co.
YERIMO MARU, Japanese str., 2,350, N. Kobayashi, 25th March—Rangoon 13th March, Rice—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
March 26th.
Amara, British str., for Saigon.
Triumph, German str., for Haiphong.

DEPARTURES.

March 26th.
JELORAVIA, German str., for Shanghai.
BRABILIA, German str., for Singapore.
CHENKISHING, British str., for Swatow.
CHIYUEN, Chinese str., for Shanghai.
DOROTHY, British str., for Yokohama.
FALK, Norwegian str., for Nagasaki.
HALIFAX, Dutch str., for Haukow.
KINTUCK, British str., for Singapore.
KINNSBERG, German str., for Tientsin.
MARIA RICKMERS German str., for Saigon.
ONIAGO, British str., for Canton.
PRINZ LUDWIG, German str., for Singapore.
RIVER CLYDE, British str., for Rangoon.
TAIMING, British str., for Manila.
TELEMACHUS, British str., for Shanghai.
YIKANG, British str., for Saigon.

SHIPPING REPORTS.
The British str. "Phewpewp" reports: Moderate to light winds, fine weather and smooth sea throughout.
The British str. "Kwangze" reports: Thick fog in Yangtze and low lying fog and mist all down coast; light S. W. winds.

VESSELS IN DOCK.

March 26th.
ABERDEEN DOCKS.—Petchaburi, Zafiro.
KOWLOON DOCKS.—Sorrgom, Z. Y. de Aldeca, Kiongchow, Emerald, Supher, Wongka, Taliabon, Hongkong, S.M.S. Tengku, Titar, Woolwich, H.M.S. Whiting, H.M.S. Fame, H.M.S. Virago, Rubin.
COSMOPOLITAN DOCKS.—Peng Fei, Chidori.

VESSELS ON THE BERTH
TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUITO via JAPAN PORTS will be sent to Valparaiso if sufficient indument.

Steamer Tons To Sail.

"GLENFARG" ... 4,000 March 17th, Noon.
"KASATO MARU" ... 6,100 April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,
York Building,
Hongkong, 26th March, 1907. 10

CHINA COMMERCIAL S.S. COMPANY

THE Steamer.

"MARIE," will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, to MORROW, the 28th inst. at 5 P.M. For Freight & Passage apply to CHINA COMMERCIAL S.S. CO. Hotel Marconi, Hongkong, 26th March, 1907. 526

NORDDEUTSCHE LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO, MENADO and ZAMBOANGA. THE Steamer

"BORNEO," Captain F. Sembill, (ready-to-load on MONDAY, the 1st April) will leave on TUESDAY, the 2nd April, at 9 A.M. For Freight & Passage apply to NORDDEUTSCHE LLOYD, MELCHERS & Co.

Agents.

Hongkong, 26th March, 1907. 5

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, FOR NEW YORK.

1907

S.S. "MONTROSE" ... To follow. For Freight and further information apply to DODWELL & CO. LTD.

Agents.

Hongkong, 16th March, 1907. 787

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20

On Sale at the Hongkong Daily Press Office.

Hongkong, 26th January, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON &c, VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 6th April, at Noon.
LONDON & ANTWERP	BERCONSHIRE	Brit. str.	—	Girard	SHEWAN, TOME & CO.	On 10th April.
MARSEILLE, &c, VIA PORTS OF CALL	ERNEST SIMONS	French str.	—	...	MESSAGERIES MARITIMES	On 2nd April, at 1 P.M.
MARSEILLE, ANWERP & HAMBURG	SUEVIA	Ger. str.	k. w.	...	HAMBURG-AMERIKA LINIE	On 15th April.
MARSEILLE, VIA PORTS OF CALL	SIBIRIEN	Dan. str.	—	...	MELCHERS & CO.	About 15th April.
HAVRE, BREMEN & HAMBURG VIA SEASIDE, &c.	PRINZ LUDWIG	Ger. str.	—	...	MELCHERS & CO.	To-day, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	BELOVIA	Ger. str.	k. w.	...	HAMBURG-AMERIKA LINIE	On 19th April.
TRISTE, &c, VIA SINGAPORE	SEN-AMBIA	Ger. str.	k. w.	...	HAMBURG-AMERIKA LINIE	On 17th May.
HAVRE & HAMBURG VIA STRAITS, &c.	VORWARTS	Ans. str.	k. w.	...	HAMBURG-AMERIKA LINIE	On 30th inst., at 5 P.M.
HAMBURG	LAESBURG	Ger. str.	k. w.	...	HAMBURG-AMERIKA LINIE	On 5th April.
HAVRE & HAMBURG VIA STRAITS, &c.	REHANIA	Ger. str.	k. w.	...	HAMBURG-AMERIKA LINIE	On 3rd May.
HAMBURG	HOHENSTAUFEN	Am. str.	—	...	HAMBURG-AMERIKA LINIE	On 25th May.
ALBENGA	MONTERO	Am. str.	—	...	DODWELL & CO. LTD.	About 12th April
MONTERO	APPALACHE	Brit. str.	—	...	SHEWAN, TOME & CO.	Quick despatch.
NEW YORK	APPALACHE	Brit. str.	—	...	SHEWAN, TOME & CO.	On 20th April.
SAN FRANCISCO	APPALACHE	Brit. str.	—	...	TOYO KISEN KAISHA	To-day, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 11th April, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	...	TOYO KISEN KAISHA	On 13th April.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TYRA	Am. str.	—	...	CHINA COMMERCIAL S.S. CO.	To-morrow, at 5 P.M.
CALLAO, IQUITO, VIA JAPAN PORTS, &c.	GLENFARG	Brit. str.	—	...	TOYO KISEN KAISHA	On 30th inst.
SALINA CRUZ, MEXICO, VIA MOJI, JAPAN	WOLWICH	Brit. str.	—	...	TOYO KISEN KAISHA	On 1st April.
SALINA CRUZ, MEXICO, VIA MOJI, JAPAN	PRINZ SISIEMUND	Ger. str.	—	...	TOYO KISEN KAISHA	On 14th April.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 16th April.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	...	TOYO KISEN KAISHA	On 17th April.
YOKOHAMA & KOBE	MANILA	Ger. str.	—	...	TOYO KISEN KAISHA	On 18th April.
YOKOHAMA & KOBE	CHINOTU	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 19th April.
JAPAN	TIJMAH	Dut. str.	—	...	TOYO KISEN KAISHA	On 20th April.
CHINGWANGTAO, YOKOHAMA & KOBE	DOROTHY	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 21st April.
CHINGWANGTAO, YOKOHAMA & KOBE	KWEIYANG	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 22nd April.
TIENTSIN	KUEICHOW	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 23rd April.
CHINKIANG	WANGS	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 24th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LUITPOLD	Brit. str.	1 m.	...	TOYO KISEN KAISHA	On 25th April.
SHANGHAI	YINGCHOW	Brit. str.	—	...	TOYO KISEN KAISHA	On 26th April.
SHANGHAI	CHIYUANG	Brit. str.	—	...	TOYO KISEN KAISHA	On 27th April.
SHANGHAI, MOJI, KOBE & YOKOHAMA	FORMOSA	French str.	—	...	TOYO KISEN KAISHA	On 28th April.
SHANGHAI, KOBE & YOKOHAMA	VILLE DE LA CIOTAT	French str.	—	...	TOYO KISEN KAISHA	On 29th April.
SHANGHAI	ARCADIA	French str.	—	...	TOYO KISEN KAISHA	On 30th April.
SHANGHAI	RHENANIA	French str.	—	...	TOYO KISEN KAISHA	On 31st April.
SHANGHAI	KIUXIANG	French str.	—	...	TOYO KISEN KAISHA	On 1st May.
SHANGHAI	SHAOHENG	French str.	—	...	TOYO KISEN KAISHA	On 2nd May.
SHANGHAI	SENEGAMBIA	French str.	—	...	TOYO KISEN KAISHA	On 3rd May.
SHANGHAI	FUKUSHI MARU	French str.	—	...	TOYO KISEN KAISHA	On 4th May.
MANILA	MASAN MARU	French str.	—	...	TOYO KISEN KAISHA	On 5th May.
MANILA	HAICHING	French str.	—	...	TOYO KISEN KAISHA	On 6th May.
MANILA	ZAFIRO	French str.	—	...	TOYO KISEN KAISHA	On 7th May.
CEBU & ILOILO	RUBI	French str.	—	...	TOYO KISEN KAISHA	On 8th May.
KUDAT & SANDAKAN	SUNGKANG	French str.	—	...	TOYO KISEN KAISHA	On 9th May.
SINGAPORE, PENANG & CALCUTTA	BORNEO	French str.	—	...	TOYO KISEN KAISHA	On 10th May.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	French str.	—	...	TOYO KISEN KAISHA	On 11th May.
BATAVIA	CATHERINE ARCA	French str.	—	...	TOYO KISEN KAISHA	On 12th May.
BATAVIA	TJIPANAS	Dut. str.	—	...	TOYO KISEN KAISHA	On 13th May.

VESSELS ON THE BERTH

ENG HOK FONG S.S. CO.

THE Steamer

"WOOLWICH," Captain A. Stoker, will be despatched for SALINA CEUZ, MEXICO, via MOJI, JAPAN, on the 29th March, 1907. For Freight or Passage apply to ENG HOK FONG & CO., 27, Des Voeux Road Central, Hongkong, 1st March, 1907. 483



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"VORWAERTS," Captain A. Colledani, will be despatched as above on or about SATURDAY, the 30th inst., at 5 P.M. This Steamer has capital accommodation for passengers, electric light and

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE (FORMOSA)	ABOUT 31st	March	Freight and Passage.
and YOKOHAMA	Capt. B. W. H. Snow		
SHANGHAI	ARCADIA	ABOUT 5th	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	MALTA	Noon, 6th	See Special OF CALL
	Capt. R. A. Peters	April	Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th March, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	KUEICHOW	On 27th Mar., 3 P.M.
SHANGHAI	YINGCHOW	On 29th Mar., 4 P.M.
CHINKIANG	KWANGSE	On 1st April, 4 P.M.
SHANGHAI	KIUKIANG	On 3rd April, 4 P.M.
CHEFOO and NEWCHIANG	KWEIYANG	On 6th April, 4 P.M.
CEBU and ILOOLO	SUNGKANG	On 8th April, 4 P.M.
SHANGHAI	SHAOHSING	On 9th April, 4 P.M.
YOKOHAMA and KOBE	CHINGTU	On 9th April, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS	CHANGSHA	On 10th April, 4 P.M.
SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th March, 1907.

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSWI-VIA SWATOW	MASAN MARU	SUNDAY, 31st Mar., Capt. I. SAKURAI
ANPING VIA SWATOW	FUKUSHU MARU	WEDNESDAY, 3rd Capt. T. ITO
AND AMOY		April, at 8 A.M.
These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.		
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.		

Hongkong, 23rd March, 1907.

T. ARIMA, Manager.

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CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPEROR LINE," Saving 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)		TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425		WEDNESDAY, 27th Mar.	20th April
"EMPEROR OF CHINA"	6,000		THURSDAY, 11th April	29th April
"ATHENIAN"	3,882		WEDNESDAY, 1st May	25th May
"EMPEROR OF INDIA"	6,000		THURSDAY, 9th May	27th May
"MONTEAGLE"	6,163		WEDNESDAY, 22nd May	15th June
"EMPEROR OF JAPAN"	6,000		THURSDAY, 6th June	24th June

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES, and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPEROR" Steamships, Express, and Regist. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60; via New York £62.

Intermediate Steamers.....£40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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